

Message Text

PAGE 01 STATE 078310
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INFO USMISSION NATO
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UNCLAS STATE 078310

E.O. 11652: N/A

TAGS: CCMS, SENV, NATO

SUBJECT: CCMS ROAD SAFETY FOLLOW-UP WITH ECMT

1. REFERENCE ECMT ROAD SAFETY COMMITTEE DOCUMENT CS/SR (77)7 DATED 10 MARCH 1977, "QUESTIONNAIRE ON 1976 ROAD ACCIDENT SITUATION IN ECMT MEMBER COUNTRIES."
2. FOR PARIS: PLEASE TRANSMIT FOLLOWING DATA TO CHRISTIAN GERONDEAU, SECRETARIAT-GENERAL DU COMITE INTERMINISTERIEL DE LA SECURITE ROUTIERE 34, AVENUE MARCEAU, 75008 PARIS. RECEIPT LATE LAST WEEK OF REFERENCED QUESTIONNAIRE DID NOT ALLOW SUFFICIENT TIME TO MEET APRIL 5, 1977, DEADLINE.
3. QUESTION 1.: "MAIN LAWS AND REGULATIONS INTRODUCED IN YOUR COUNTRY TO IMPROVE SAFETY."

ANSWER: A. FOLLOWING ARE FEDERAL MOTOR VEHICLE STANDARDS (FMVSS) AND SIGNIFICANT AMENDMENTS THAT BECAME EFFECTIVE UNCLASSIFIED

PAGE 02 STATE 078310

DURING 1976.

STANDARD NO. 120 "TIRE SELECTION AND RIMS FOR VEHICLES OTHER THAN PASSENGER CARS" (TIRE AND RIM DESIGNATIONS, MARKINGS AND DATA REQUIREMENTS)

STANDARD NO. 105 (AMENDMENT) "HYDRAULIC BRAKE SYSTEMS" (PARKING BRAKES) UNCLASSIFIED

STANDARD NO. 105-75 (AMENDMENT) "HYDRAULIC BRAKE SYSTEMS"

(PRESSURE LOSS OR LOW BRAKE FLUID INDICATORS)
STANDARD NO. 108 (TWO AMENDMENTS) "LAMPS REFLECTIVE DEVICES
AND ASSOCIATED EQUIPMENT" (TURN SIGNAL LAMPS AND LARGE
RECTANGULAR HEADLAMPS)
STANDARD NO. 111 (AMENDMENT) "REARVIEW MIRRORS" (DRIVER EYE
REFERENCE POINT)
STANDARD NO. 121 (AMENDMENT) "AIR BRAKES SYSTEMS" (AGRI-
CULTURAL COMMODITY TRAILERS)
ST DARDS NOS. 105, 122 AND 496 CPR PART 575 (AMENDMENT)
"HYDRAULIC BRAKE SYSTEMS, MOTORCYCLE BRAKE SYSTEMS AND
CONSUMER INFORMATION REGULATIONS" (FRICTIONAL RESISTANCE
MEASUREMENTS)

B. FOLLOWING FMVSS WERE ISSUED IN 1976 BUT DID NOT BECOME
EFFECTIVE IN 1976.

STANDARD NO. 220 "SCHOOL BUS ROLLOVER PROTECTION"
(STRUCTURAL INTEGRITY OF PASSENGER COMPARTMENT, APRIL 77)

STANDARD NO. 221 "SCHOOL BUS JOINT STRENGTH" (EXPOSURE OF
PASSENGERS TO SHARP METAL EDGES IN ACCIDENT, APRIL 77)

STANDARD NO. 222 "SCHOOL BUS PASSENGER SEATING AND CRASH
PROTECTION" (PADDED AND WELL CONSTRUCTED SEATS, APRIL 77)

STANDARD NO. 111 (AMENDMENT) "REARVIEW MIRRORS" (REFLECTIVE
UNCLASSIFIED

PAGE 03 STATE 078310

MIRROR SURFACE REQUIREMENTS INCREASED FOR MULTIPURPOSE
PASSENGER VEHICLES, MOTORCYCLES AND TRUCKS WEIGHING 25000
LBS OR MORE, FEBRUARY 1977)

STANDARD NO. 116 (AMENDMENT) "BRAKE FLUIDES" (COLOR CODING,
DEFINITIONS AND WARNING LABELS, SEPT. 1978)

STANDARD NO. 120 (AMENDMENT) "TIRE SELECTION AND RIMS FOR
MOTOR VEHICLES OTHER THAN PASSENGER CARS; AND PART 567
CERTIFICATION REGULATION" (EFFECTIVE DATES EXTENDED TO
SEPT. 1977)

STANDARD NO. 121 (AMENDMENT) "AIR BRAKE SYSTEMS"
(EXTENDS SUSPENSION OF SERVICE BRAKE STOPPING DISTANCE RE-
QUIREMENTS FOR BUSES UNTIL SEPT 1977)

STANDARD NO. 212 (AMENDMENT) "WINDSHIELD MOUNTING" (EX-
PANDED TO INCLUDE MULTIPURPOSE PASSENGER VEHICLES, TRUCKS
AND BUSES UNDER 10,000 LBS, SEPT. 1977)

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STANDARD NO. 217 (AMENDMENT) "BUS WINDOW RETENTION AND
RELEASE" (REQUIREMENTS FOR EMERGENCY DOORS ON BUSES,

APRIL 1977)

49 CFR PART 570 (AMENDMENT) "VEHICLE IN-USE INSPECTION STANDARDS" (CLARIFICATION OF AIR BRAKE SYSTEM PRESSURE BUILD-UP TIME, APRIL 1977)

49 CFR PART 581 "BUMPER STANDARD" (NEW REQUIREMENTS SPECIFY LIMITATIONS ON DAMAGE TO NON SAFETY RELATED COMPONENTS AND VEHICLE SURFACE AREA, OCT. 1978)

C. HIGHWAY SAFETY PROGRAM STANDARDS: THE FOLLOWING DOES NOT COVER SAFETY LAWS AND REGULATIONS INTRODUCED IN 1976, HOWEVER, IT REPORTS ON PROGRESS MADE IN 1976 ON A MAJOR EVALUATION AND REVISION OF STANDARDS WHICH WILL CONTRIBUTE
UNCLASSIFIED

PAGE 04 STATE 078310

TO OVERALL HIGHWAY SAFETY.

THE HIGHWAY SAFETY ACT OF 1966 STIPUTLATES THAT EACH STATE SHALL HAVE A HIGHWAY SAFETY PROGRAM APPROVED BY THE US SECRETARY OF TRANSPORTATION. IT STATES FURTHER THAT THESE PROGRAMS SHALL BE IN ACCORDANCE WITH UNIFORM FEDERAL STANDARDS, AND THAT SUCH STANDARDS SHALL BE EXPRESSED IN TERMS OF PERFORMANCE CRITERIA.

THIRTEEN STANDARDS WERE ISSUED IN 1967, AN ADDITIONAL THREE IN 1970 AND TWO MORE IN 1972.

THE CURRENT STANDARDS ARE WRITTEN LARGELY IN TERMS OF LEGISLATIVE AND ADMINISTRATIVE ACTS AND REGULATIONS GOVERNING SPECIFIC ACTIVITIES SUCH AS THE OBTAINING OF DRIVERS' LICENSES AND PERIODIC MOTOR VEHICLE INSPECTIONS.

AT THE TIME THE STANDARDS WERE WRITTEN, THEY REPRESENTED THE CONSENSUS OF THE NATIONAL SAFETY COMMUNITY. SUBSTANTIAL PROGRESS HAS BEEN MADE BY ALL STATES IN STANDARDS IMPLEMENTATION

IN 1976, THE CONGRESS DIRECTED THE US SECRETARY OF TRANSPORTATION, IN COOPERATION WITH THE STATES AND THE PRIVATE SECTOR, TO EVALUATE THE ADEQUACEY AND APPROPRIATENESS OF THE 18 EXISTING STANDARDS AND REPORT HIS FINDINGS AND RECOMMENDATIONS BY JULY 1, 1977.

A HIGHWAY SAFETY PROGRAM REVIEW PACKAGE WAS PREPARED IN 1976 TO OBTAIN THE INFORMATION REQUIRED IN THE CONGRESSIONALLY MANDATED STUDY. THE REVIEW PACKAGE WAS SENT TO THE STATES AND TO ORGANIZATIONS AND INDIVIDUALS IN THE PRIVATE SECTOR. RESPONSES HAVE BEEN SUMMARIZED AND ARE BEING ANALYZED. THE RESULTS OF THIS ANALYSIS,

TOGETHER WITH RECOMMENDATIONS, WILL FORM THE FINAL REPORT
UNCLASSIFIED

PAGE 05 STATE 078310

TO CONGRESS. UNTIL THE REAPPRAISAL REPORT IS SUBMITTED TO THE CONGRESS, THE DEPARTMENT IS PREVENTED FROM IMPOSING SANCTIONS AGAINST ANY STATE FOR FAILING TO MEET ANY OF THE EXISTING STANDARDS OR PART OF A STANDARD. THE REVIEW PACKAGE IS IN THREE PARTS:

PART I, QTE ASSESSMENT OF THE NHTSA HIGHWAY SAFETY STANDARDS, UNQTE REQUESTED DETAILED INFORMATION CONCERNING THE ADEQUACY AND APPROPRIATENESS OF THE CURRENT NHTSA-ADMINISTERED STANDARDS.

PART II, QTE FHWA HIGHWAY SAFETY STANDARDS, UNQTE ELICITED NATIONWIDE INFORMATION TO SUPPLEMENT THAT CURRENTLY AVAILABLE IN SAFETY IMPROVEMENT PROGRAM ANNUAL REPORTS, REPORTS OF STATE PROGRAM MANAGEMENT, AND OTHER DATA COLLECTION SYSTEMS.

PART III, QTE THE SCOPE, PURPOSE, AND DIRECTION OF THE FEDERAL/STATE HIGHWAY SAFETY PROGRAM, UNQTE PROVIDED THE REVIEWER THE OPPORTUNITY TO COMMENT AND MAKE SUGGESTIONS ON THE STRUCTURE AND UTILITY OF THE PROGRAM.

THE EXISTING HIGHWAY SAFETY STANDARDS BEING EVALUATED ARE:

STD. NO. 1 - PERIODIC MOTOR VEHICLE INSPECTION (NHTSA)
STD. NO. 2 - MOTOR VEHICLE REGISTRATION (NHTSA)
STD. NO. 3 - MOTORCYCLE SAFETY (NHTSA)
STD. NO. 4 - DRIVER EDUCATION (NHTSA)
STD. NO. 5 - DRIVER LICENSING (NHTSA)
STD. NO. 6 - CODES AND LAWS (NHTSA)
STD. NO. 7 - TRAFFIC COURTS (NHTSA)
STD. NO. 8 - ALCOHOL IN RELATION TO HIGHWAY SAFETY (NHTSA)
STD. NO. 9 - IDENTIFICATION AND SURVEILLANCE OF ACCIDENT LOCATIONS (FHWA)
STD. NO. 10- TRAFFIC RECORDS (NHTSA)
UNCLASSIFIED

PAGE 06 STATE 078310

STD. NO. 11- EMERGENCY MEDICAL SERVICES (NHTSA)
STD. NO. 12- HIGHWAY DESIGN, CONSTRUCTION, AND MAINTENANCE (FHWA)
STD. NO. 13- TRAFFIC ENGINEERING SERVICES (FORMERLY TRAFFIC CONTROL DEVICES) (FHWA)
STD. NO. 14- PEDESTRIAN SAFETY (NHTSA) AND (FHWA)
STD. NO. 15- POLICE TRAFFIC SERVICES (NHTSA)
STD. NO. 16- DEBRIS HAZARD CONTROL AND CLEANUP (NHTSA)
STD. NO. 17- PUPIL TRANSPORTATION SAFETY (NHTSA)
STD. NO. 18- ACCIDENT INVESTIGATION AND REPORTING (NHTSA)

D. PLEASE NOTE THAT THE NATIONAL U.S. SPEED LIMIT OF

55 MPH REMAINS IN FORCE. THIS IS CONSIDERED A MAJOR FACTOR IN HOLDING DOWN MOTOR VEHICLE FATALITIES AND INJURIES COMPARED TO 1973.

4. QUESTION 2.: QTE 1976 ROAD ACCIDENT STATISTICS FOR YOUR COUNTRY WITH, IF POSSIBLE, THE 1975 FIGURES. UNQTE.

2.1 TABLE ANSWER:

- NUMBER OF ACCIDENTS, 1975, 16,540,000; 1976 NA; 1976/1975 TREND, NA
- NUMBER KILLED (DEATH 1 YEAR), 1975, 46,032; 1976, 47,010; 1976/1975 TREND PLUS 2.1 PERCENT. NOTE CONVERSION FROM 1 YEAR TO 30 DAY DEATH IS 0.98
- NUMBER INJURED (ESTIMATED), 1975, 1,800,000; 1976, 1,800,000; 1976/1975 TREND, ZERO PERCENT, NO CHANGE.

QUESTION 2.2.: QTE IF POSSIBLE BREAKDOWN OF KILLED AND INJURED BY CATEGORY OF ROAD USERS. UNQTE. NOTE ALL FIGURES ARE FOR 1976 FOLLOWED BY 1975 FIGURES.

ANSWER:

UNCLASSIFIED

PAGE 07 STATE 078310

- PEDESTRIANS, 7,930 KILLED 1976; 8,259 KILLED 1975
- PEDALCYCLISTS, 900; 911
- MOTORCYCLISTS, 3,260; 3,206
- MOTOR VEHICLE OCCUPANTS PLUS OTHER, 34,920; 33,656
- TOTAL: 47,010; 46,032

- PEDESTRIANS, NA INJURED 1976; 110,000 INJURED 1975
- PEDALCYCLISTS, NA; 40,000
- MOTORCYCLISTS PLUS MOTOR VEHICLE OCCUPANTS PLUS OTHER, NA; 1,650,000

QUESTION 2.3.: QTE VOLUME OF TRAFFIC IN 1976 AS COMPARED WITH 1975. UNQTE.

ANSWER:

- 1976 VOLUME OF TRAVEL 13,912.97 TIMES TEN TO THE EIGHTH POWER VEHICLE MILES TRAVELED.
- 1975 VOLUME 13,300.73 TIMES TEN TO THE EIGHTH POWER VEHICLE MILES. THIS IS 4.6 PERCENT INCREASE IN 1976 OVER 1975
- TOTAL REGISTRATIONS ALL TYPES OF MOTOR VEHICLES (PASSENGER CARS, BUSES, TRUCKS AND MOTORCYCLES) 1976 REGISTRATIONS 142,397,000; 1975 REGISTRATIONS 137,917,000.

THIS IS 3.7 PERCENT INCREASE IN 1976. NOTE: NUMBERS ARE TOTAL VEHICLES REGISTERED DURING ALL OR ANY PART OF

CALENDAR YEAR.

5. QUESTION 3.: QTE MAIN FACTORS ACCOUNTING FOR ROAD
ACCIDENT TREND FROM 1975 TO 1976 UNQTE.

ANSWER: INCREASED TRAVEL AND INCREASED NUMBER OF VEHICLES
PLUS GRADUAL MODERATE INCREASE IN HIGHWAY SPEEDS. THIS
IS IN SPITE OF THE NATIONAL 55 MPH LIMIT SUPPORTED BY
INCREASED PUBLIC EDUCATION AND STATE LAW ENDORCEMENT
UNCLASSIFIED

PAGE 08 STATE 078310

EFFORTS. IN GENERAL, FATALITIES DID NOT INCREASE IN THE
EAST. THE INCREASE WAS IN MID WESTERN AND WESTERN UNITED
STATES. TWO IDENTIFIED FACTORS CONTRIBUTED TO THE
GEOGRAPHICAL DIFFERENCE: A) THE CLIMATIC FACTOR OF
DROUGHT IN MID-WEST AND WEST RESULTED IN INCREASED
TRAVEL. B) SPEEDS WERE GENERALLY HIGHER IN WEST AND
MID-WEST COMPARED TO EAST. THIS IS BECAUSE OF LOWER
TRAFFIC DENSITY AND LONGER DISTANCES INVOLVED.

6. JOHN R. BURKE, NHTSA, IS CONTACT FOR ADDITIONAL
INFORMATION OR CLARIFICATION. NA MEANS NOT CURRENTLY
AVAILABLE.

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<< END OF DOCUMENT >>

Message Attributes

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Disposition Event:
Disposition History: n/a
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SAS ID: 2668382
Secure: OPEN
Status: NATIVE
Subject: CCMS ROAD SAFETY FOLLOW-UP WITH ECMT
TAGS: SENV, US, FR, CCMS, NATO
To: PARIS INFO NATO MULTIPLE
Type: TE
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